

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L
NOFORN

50X1-HUM

COUNTRY USSR (Uzbek SSR)

REPORT

SUBJECT Crane and Washing Sheds at the Khavast
and Samarkand RR Depots

DATE DISTR. 1 April 1960

NO. PAGES 1

REFERENCES RD

DATE OF
INFO.

50X1-HUM

PLACE &
DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

50X1-HUM

Two reports on the layout of crane and washing sheds at the Samarkand and
Khavast railroad depots

The Samarkand RR depot and station were
north of the city, on the Tashkent-Ashkhabad RR line. The Khavast RR depot
was near the Ursatyevskaya passenger and freight station, located at the
junction point where the Tashkent-Kokand-Samarkand RR lines merged.

50X1-HUM

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L
NOFORN

STATE	X	ARMY	#	X	NAVY	X	AIR	#	X	NSA	X	FBI		NIC	X	
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																

INFORMATION REPORT INFORMATION REPORT

1.

[REDACTED]

[REDACTED] There was a passenger and freight station at Ursat'yevskaya at the junction point where the railroad lines from Tashkent, Kokand and Samarkand merge; however, there was also a railroad depot within sight of the Ursat'yevskaya Station named Khavast railroad depot. [REDACTED] the name Khavast is probably applied to this depot because it is located nearer and in the direction² of the community of Khavast. Both the Khavast railroad depot and the Ursat'yevskaya railroad station were under the control of the Uzbek Ministry of Transportation. All instructions were received from the Ministry's headquarters in Tashkent.

50X1-HUM

50X1-HUM

50X1-HUM

2.

[REDACTED]

3.

[REDACTED] the Khavast Railroad Depot was on the Crane and Washing Sheds shown on attached sketch and described below.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

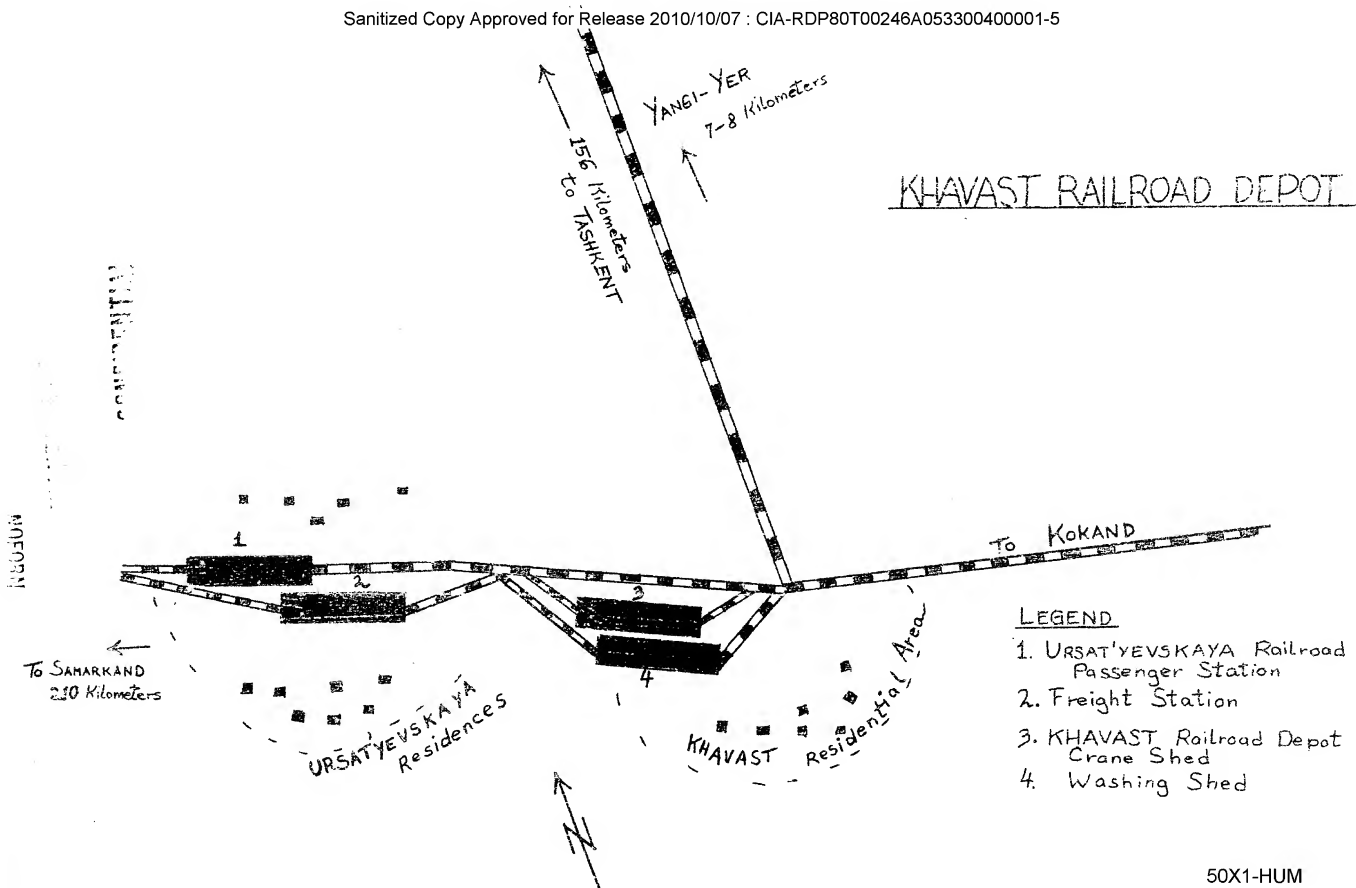
- 2 -

Approximately 20 to 30 people worked in each of these sheds.

4. The Crane Shed had rails leading through the structure which made it possible for the steam locomotives to enter at one end of the Shed, be serviced, and then leave via the opposite end to rejoin the main line. This Shed was approximately 200 meters long and 150 meters wide and although it could house three or four locomotives only certain operations could be performed on any one at a time. This Shed had a crane which could hoist an entire locomotive off the tracks and permit workmen to work under it and take off and check various parts. Wheels were checked here for alignment. The Soviet standard gauge is 1.524 meters; however, [redacted] 50X1-HUM 1.546 is maximum. It would appear, therefore, that a tolerance of 22 millimeters difference is permissible. This Shed could handle one or two locomotives a day [redacted] at this Depot there were always one or two locomotives waiting to be serviced. 50X1-HUM
5. The Washing Shed also had rails leading through it making it possible for the steam locomotives to enter, be serviced, and leave to rejoin the main line. This Shed was approximately 200 meters long and 150 meters wide and although it could house three or four locomotives, only certain operations could be performed on any one at a time. This Shed served as a washing station where dirt was washed off with live steam and boilers checked and cleaned with unnamed solutions. This Shed handled one or two locomotives a day and there were always one or two locomotives waiting to be serviced. 50X1-HUM
6. No diesel or electric locomotives were seen at the Khavast railroad depot, since this type did not run on this line. [redacted] diesel and electric locomotives were present in and around Tashkent [redacted] All the locomotives at the Khavast depot were of the old steam type. [redacted] there was a small foundry and forge shop at the 50X1-HUM depot but the majority of parts and equipment was received from Tashkent. 50X1-HUM
7. [redacted]
8. Attached is an annotated sketch, [redacted] of the Khavast railroad depot. [redacted] 50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

HURON



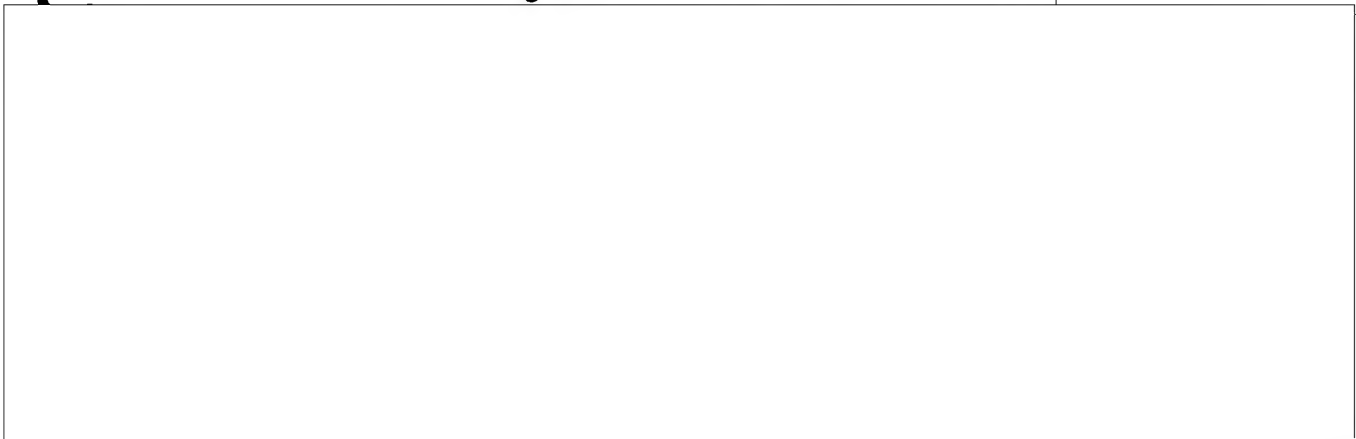
G-O-P-E-I-D-3-N-T-1-L
INCHIN

222

50X1-HUM

~~CONFIDENTIAL~~ NOFORN

1.

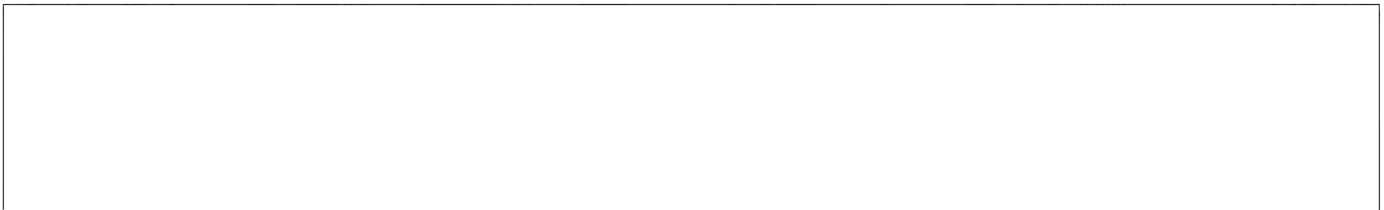


2. The Samarkand Railroad Depot and Station was located² north of the city of Samarkand on the Tashkent-Ashkhabad railroad line. This depot and station was under the jurisdiction of the Uzbek Ministry of Transportation whose headquarters is in Tashkent.

50X1-HUM

50X1-HUM

3.



C-O-N-F-I-D-E-N-T-I-A-L

~~CONFIDENTIAL~~ NOFORN

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

:105074

- 2 -

4. The crane shed had rails leading through it permitting the steam locomotives to enter at one end of the shed, be serviced, and leave via the opposite end to rejoin the main line. This shed had the facilities to service an unspecified number of locomotives at one time. There were cranes which hoisted the locomotives to a position enabling workmen to check them thoroughly; also, parts could be removed if necessary or examined and checked while in position. 50X1-HUM
- [REDACTED]

5. The washing shed also had rails leading through it making it possible for the steam locomotives to enter, be serviced, and leave to rejoin the main line. The shed could accommodate three or four locomotives at a time. The locomotives underwent a thorough washing performed by utilizing live steam hoses to remove the dirt. The boilers of the locomotives were rinsed with an unnamed caustic solution. 50X1-HUM
- [REDACTED]

6.

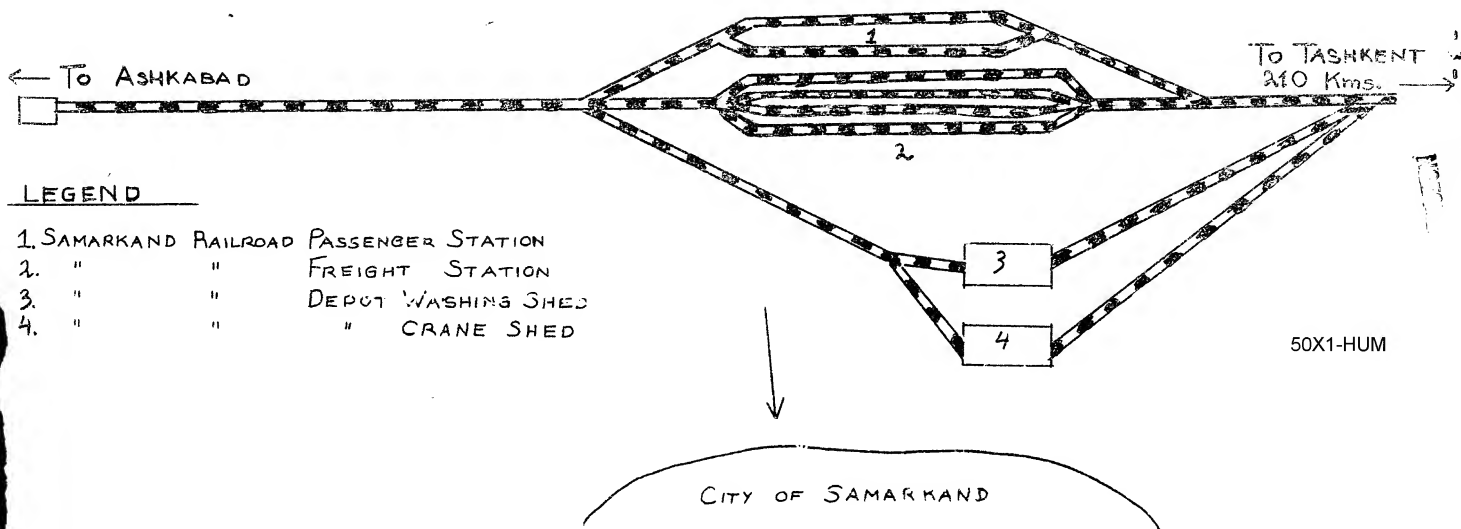
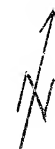
7. Attached is an annotated sketch, [REDACTED]
[REDACTED] of the Samarkand Railroad Depot and Station.

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

SKETCH
SAMARKAND
RAILROAD DEPOT and STATION

50X1-HUM



LEGEND

- 1. SAMARKAND RAILROAD PASSENGER STATION
- 2. " " FREIGHT STATION
- 3. " " DEPOT WASHING SHED
- 4. " " " CRANE SHED